

Today's
Advertisements.HONGKONG RIFLE ASSOCIATION.
COMPETITION.

THE LONG RANGE CUP and SPOONS will be COMPETED for TO-MORROW (SATURDAY), the 27th instant, over the 800 and 900 yards distances; under usual conditions. Firing to commence at 2.45 P.M.

F. SMYTH,
Honorary Secretary.
Hongkong, 26th June, 1896. [1030]

THE EASTERN TELEGRAPH CO. LTD.
CHINA TELEGRAPH CO. LTD.
HONGKONG STATION.

REDUCTION OF RATES.

ON and after the 1st JULY, the following REDUCED RATES will be charged for TELEGRAMS from HONGKONG:—

To	Per Word.
STRAITS SETTLEMENTS:—	\$ 6.
PENANG	1.20
MALACCA	1.05
SINGAPORE	1.03
NATIVE STATES	1.05
LABUAN	0.75
DUTCH INDIES:—	
JAVA	1.35
OTHER ISLANDS	1.60
MACAO	0.10

J. M. BECK,
For Manager in China.
Hongkong, 26th June, 1896. [1038]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched as above TO-MORROW, the 27th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th June, 1896. [1036]

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.
THE Chartered Steamer
"OSBORNE."
Captain P. Reilly, will be despatched for the above Ports on SUNDAY, the 28th instant, at Daylight, instead of as previously advertised.
For Freight, apply to
NIPPON YUSEN KAISHA,
Hongkong, 26th June, 1896. [1036]

FOR CHEFOO.

THE Steamer
"BRUNHILDE."
Captain Wille, will be despatched for the above Port on WEDNESDAY, the 27th July, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 26th June, 1896. [1034]

FOR CHEFOO AND TIENTSIN.

THE Steamer
"CHING PING."
Captain Bink, will be despatched for the above Ports on THURSDAY, the 2nd July, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 26th June, 1896. [1034]

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBATINO UNITED COMPANIES).
STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD.
ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamer
"LETIMBRO."
Captain Belito, will be despatched as above on FRIDAY, the 3rd July, at Noon.
At Bombay the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 26th June, 1896. [1036]

NORDDEUTSCHER LLOYD.
STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA).
THE Company's Steamship

"HOHENZOLLERN."

Captain A. Harrassowitz, will leave for the above Ports on about WEDNESDAY, the 1st July.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 26th June, 1896. [1032]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI.
THE Company's Steamship

"PREUSSEN."

Captain P. Weitin, due here with the outward German Mail about the 30th instant, will leave for the above place about THURSDAY, the 2nd July.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 26th June, 1896. [1022]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Steamer

"KWEIYANG."

Captain Osterberg, will be despatched on MONDAY, the 6th July.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th June, 1896. [1020]

Today's
Advertisements."GLEN" LINE OF STEAM PACKETS.
FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "GLENESK."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 3rd July will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 10th July, otherwise they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th July, at 11 A.M.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 26th June, 1896. [1037]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUNDA."

FROM ANTWERP, LONDON AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Italy, via S.S. *Cybele*.
From Madras, via S.S. *Stras*.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 2nd July at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 26th June, 1896. [143]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSIES and other Large Consumers.
Any complaints should be addressed to the Manager.
WATERLOO, 2nd May 1896. [1427]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS.

with Full Details, to be had on Application.
PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of various Vintage. All are true Xeres Wines.
CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.
WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.,
THE HONGKONG DISPENSARY,
Hongkong, 10th January, 1896.

BIRTHS.
On the 10th inst., at Penang, the wife of CHARLES PHILLIPS, C.M., Penak State Railways, of a son.
On the 20th instant, at 27, Sophia Road, Singapore, the wife of R. H. PADDAV, of a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 26, 1896.

OUR POSITION IN CHINA.

When the nations of Europe first pushed their way round the Cape of Good Hope, to India, to China, and to Japan, it was with the object of obtaining from these countries the gold, the precious woods, the spices, the silks, the embroideries for which these States were famous and which sold at such enormous profits in the marts of Europe. To-day the leading nations of the world are pressing into Africa and through Asia and all the Isles beyond to find purchasers and markets for their own products and to obtain from the natives not the finished works of their hands, as in times gone by, but the raw material for the mills and factories of Europe. The trade with the East during the first few centuries of its existence was mainly an import trade. Now it is as distinctly, for Europe and America, an export trade. We are sellers and buyers. Then we purchased for a price. Now we are vendors, and if we take goods in return it is as the price of what we sell. The direct and immediate object, therefore, of all our dealings with Eastern nations is to open markets, to get easy access to the enormous populations of these distant countries, to get our manufactures to their doors as quickly and as cheaply as we can. The different nations of Europe have adopted different methods of attaining these ends. Russia proceeds to conquer first and to deal afterwards, securing for herself the entire trade, export and import, of the peoples she subdues and excluding all other nations from her territories. Her acquisitions subserve, however, other than purely trade purposes, and conquest for the sake of conquest and commerce get sometimes strangely mixed. Holland, Portugal, and Spain, in their day, followed like methods and acquired colonial possessions, the trade to and from which was exclusively confined to their own subjects and their own ships. England and France have, of late years, very largely modified their methods, and Germany has taken up a position in line with them; open markets more than foreign conquest has been their object, and negotiations and treaties the means adopted for the attainment of those objects rather than armies and fleets, although these have not been forgotten or neglected. America may be said to have forewarned all foreign conquest and to have confined herself to legitimate trade, although it is only now she is coming largely into the markets of the world as a producer and exporter. Our French friends have still certain hankerings after the older methods and would infinitely prefer to annex Kwang-shi, Yunnan, and Szechuen than have unlimited free trade with them. England, on the contrary, does not want a single foot of additional soil if she can only secure real freedom of trade, and that freedom of trade, if she could only get it, she would be willing to share on equal terms with all the rest of the world, trusting to her own ability to hold her own against all competitors in the workshops and markets of the world. Where circumstances have compelled her to acquire dominion, she retains for herself and for her subjects no exclusive privileges. Her ports and her markets are open to all the world. Free trade has now, for the best part of a century, been her sole war cry, and no temptations, however great, seem able to induce her to relinquish it, no selfishness on the part of other nations appears to disgust her with her rôle of champion of unlimited freedom of commercial intercourse.

Great Britain would not accept a gift, if it were offered her, any portion of China. At any time during the last fifty years she could have helped herself to as much of it as she wanted, and no one would or could have said her nay. When in 1860 France seized Cochin-China and established herself at Saigon, and Russia helped herself to the Amur provinces, we were in military possession of Tientsin and Taku, of Shanghai and the districts round it, of Ningpo, of the Chusan Islands, and of the rich city of Canton. We could have taken our choice, and it would probably have been a good thing for China and the Chinese if we had been a little more covetous and a little less generous. We secured what we conceived to be favourable terms for our trade and shipping, a sufficiency of open ports, reasonable access to the markets of the interior, moderate tariffs, and limited but adequate rights of residence and protection, and we returned to the Chinese Government every foot of territory we had under our hands, except the little bit, a square mile or two, at the other side of the harbour. Never was there a greater display of moderation. Never has there been in the history of the world less gratitude from the nation in whose favour that self-restraint was exercised, nor has there ever been less recognition from the States in whose presence and with whose knowledge that renunciation was made. Land-grabbers, thieves, monopolisers, and tyrants are the least offensive epithets hurled at us by those who in our place would have found it impossible to have exercised the same moderation. The only name they have not applied to us—openly, at least, whatever their secret thoughts may be—is the one we probably are thoroughly entitled to. If they described us as fools and idiots they would not be very far out. We were fools and idiots not to have recognised the fact, and acted on it, that we could do China and the

Chinese infinitely more good by assuming the Government of a few of their maritime provinces than by leaving them to their own rulers and trusting to the teaching of missionaries, the healing influences of trade, the force of example, and the constraining effects of treaty obligations to civilize them. How orderly, how well governed, how wealthy would the Kwang-tung province now be if for the last thirty-five years it had been under English rule! What miles of railroads and carriage ways, of telegraph lines and tramways; how many factories and mills, docks and steamers would it not possess! What an army might have been raised and disciplined out of its hardy and adventurous sons! How great the effect of thirty-five years of peace and prosperity and good government on the neighbouring provinces and on all China! Why should we not take it now? France has grabbed all Annam and Tonquin and half Siam and is opening her hands to seize the remainder. Russia is closing down on the North, and will shortly confine China within the limits of the Great Wall. Both are claiming special trading privileges for themselves and their subjects from which all others are to be excluded. It looks as if there was little chance of our benefiting by any further opening of China to foreign trade and intercourse. If we can only get markets for our goods by grabbing, we must grab in Asia as in Africa; but trade and markets we must have, by hook or by crook. If we lose our markets, our empire is gone.

TELEGRAMS.

REUTER'S MESSAGES.

BELGIAN-JAPANESE TREATY.

LONDON, June 24th.
A Commercial Treaty between Belgium and Japan has been signed at Brussels.

LI HUNG-CHANG IN GERMANY.

LI Hung-chang has arrived at Hamburg. Splendid festivities were organised, but he is confined to his house with a cold.

It is stated that LI Hung-chang has given extensive orders to Krupp's works at Essen, and to the Vulcan works at Stettin.

THE REVOLT IN MASHONLAND.

A Natal contingent has routed 2,000 Mashonas after severe fighting near Hartley. In the event of the rising spreading it is not unlikely that the Garrison at Natal and the Cape will be increased.

(From Bangkok Observer.)

ENGLAND AND ITALY.

LONDON, June 15th.
The English Mediterranean Squadron being at Civita Vecchia, 400 of the sailors attended Mass at the Sistine Chapel. The Pope, who was present, blessed the congregation, and, as His Holiness left, all rose, cheering and waving their hats. A dinner was afterwards served in the corridor adjoining St. Peter's, the English sailors being specially invited to partake of the good things provided.

(Special to Singapore Press Press.)

THE PENANG MUNICIPALITY AND THE GOVERNOR.

PETITION TO THE SECRETARY OF STATE.

PENANG, June 26th.

The Municipal Commissioners have resolved to present a memorial to the Secretary of State, begging him to direct the Governor to sanction the supplementary budget dealing with the salary of Mr. Hallifax, the Secretary to the Municipal Commissioners.
[A few weeks ago the Commissioners, acting strictly within the regulations approved many years ago for the conduct of their business, granted leave of absence on half pay to Mr. Hallifax, and in due course, and as a matter of form, notified the Governor of their action. The Governor promptly refused to grant Mr. Hallifax any leave and asserted that the Commissioners had no right to grant either leave or half-pay to their Secretary. The Commissioners contended that they had not exceeded their powers, and they were parties to the presentation of an address to Mr. Hallifax on the eve of his departure for England, on leave. The half-pay granted to Mr. Hallifax amounts to £1600.]

TYPHOON WARNING.

Senor José de Navarro, Spanish Consul at this port, has courteously favoured us with a copy of the following telegram, received from Manila:—

"The depression to the west of Luzon is moving rapidly, and seems to be inclining considerably to the north."
At 4 p.m. the barometer read—29.73 falling.

LOCAL AND GENERAL.

ONE case of plague to-day—from the harbour.

THE number of Chinese in Victoria (Australia) has dwindled down to 8,000 from 30,000.

A VERY LARGE shark was caught by a Chinese trawler in the harbour, near Sam-sul-poo, last night. When opened this morning a man's skull was found in the monster's stomach.

A TWICE-MARRIED Melbourne journalist, who is again a widower, was asked, the other day, if he would ever marry again. "No," he replied, "it would be tasteless, and of all defects of style tautology is the worst."

THE telegraph cipher-code of a Sydney firm gives "Hoops" for "Business in disorder owing to a fire on the premises." "Innocence" in the same code means "Give the credit demanded but get his bills backed."

As will be seen by an advertisement in another column, the E. X. & A. C. Telegraph Company announces reduced rates for messages sent to the Straits Settlements, Batavia, &c. The rate to Macao has further been reduced to ten cents.

AN ex-diplomat writes to the *Siam Free Press* from Washington that "there are indications that a Republican will succeed Mr. Cleveland as President in the autumn election," and that Mr. W. McKinley of Ohio now holds the vantage ground for the nomination.

H.M.S. *Plaver* sails on Sunday for Japan, and the gunboat *Rapide* on the 1st July will leave for Amoy, off Macao and Swatow.

PUNCH has, according to a Colombo press despatch of the 15th instant, an excellent cartoon, in which India, represented as a graceful girl, is saying to John Bull—"I found men for Soakim, but why money too?" To this John Bull replies—"I really don't see why you should."

THE numerous friends in the Far East, and especially in this colony, of Staff-Captain A. W. Miller, R.N., who was in November last transferred from the Hongkong Dockyard to Devonport, will greatly regret to learn that he has been compelled to give up the appointment in consequence of ill-health.

THE third performance given by the R. E. Variety Club last night, while thoroughly enjoyable, had that necessary item, a good house, sadly curtailed by the rival show of the Rifle Brigade. Those present, however, enjoyed themselves greatly, and we wish the Club every success in their efforts to provide amusement to their friends during the hot weather. The Club deserves every encouragement and hearty support.

THIS paragraph from the *Rangoon Times* of the 10th June will interest a good many of our readers.—It will be remembered that Lieutenant Campbell of the 3rd Punjab Cavalry was invalided home last year owing to a bullet wound received in his leg in the Tochi Valley. News has been received from England that his leg was photographed by means of the Röntgen rays, with most successful results; the new photography showing plainly the pieces of bullet and bone and enabling the operation to be a complete success.

THE master of the ship *Camphili*, who had some trouble with his crew at Rangoon, on the 9th inst., desired to ship five men. Over twenty-five sailors, attended by their boarding masters and runners, were on hand to ship. During the "picking out" process a fight started between a sailor and a boarding master, which resulted in a general melee in the shipping office. Blood was freely drawn, but finally quiet was restored, the five men signed on and were given their advances, and the crowd left to still further play into the hands of the sharks who live on "poor Jack's" hard earnings.

THE following note is taken from the *Diplomatic and Consular Review*—Minister Denby, at Peking, has notified the Department of State that M. Gérard, the French Minister to China, has procured from the Tseung Yamen, by virtue of the French treaty of 1858, an order directing the local authorities throughout all the provinces of the empire to expunge from the various editions and compilations of the Chinese code all restrictions upon the propagation of the Christian religion. "It gives me pleasure," writes Mr. Denby, "to add that the Minister of France is entitled to the gratitude of the entire Christian world for his action in this important matter."

COMMENTING editorially on a recent Reuter's message the *Singapore Free Press* very sensibly and sarcastically remarks:—"So the Chinese Viceroy has at last confessed that a Russian railway is to traverse Manchuria. But, to be sure, there is no secret treaty. Why should there be? As the whole includes all of its parts, the concession of the railway to Port Arthur means exactly everything that accompanies that or eventuates therefrom. The results quite obviously imply a protected sea terminal, an open harbour, dockyard facilities, an arsenal, a permanent coaling station, and the naval command of the Yellow Sea, at least in comparison to any naval strength that China, for many years, will be able to accumulate. It also means the landward dominion of Manchuria up to the Great Wall; it means the actual control—whatever the nominal administration be—of the Liao-tung Peninsula. It means Tientsin as a Russian port, and Port Arthur in joint tenancy of Russia and China. It means the over-awing of the North China provinces; it means that the Emperor of China will continue to rule his country by the grace of Russia. It will mean that Russia will divide all the direct and indirect advantages that necessarily ensue from such conditions. But let it be observed that there is no secret treaty between China and Russia; and no question of a cession of territory. No documentary sanction is required to a transaction that does not derive its force from its definition in writing."

THE concert given in the Gymnasium, Murray Barracks, last night, by the members of the Rifle Brigade, turned out an unequalled success. The room was crowded, a large number of civilians and several officers of the Brigade being among the spectators. The programme was lengthy and excellent. The first part, a variety entertainment, was so enjoyed that every number was encored. The comic songs of Pavesley Laid and Payne were equal to anything done on the amateur stage, the patter and business of each being almost up to "pro" form. The sentimental songs of Private Hayes were touchingly rendered, while both in clog and step dancing, and in the mandolin and guitar, the men showed that there is in the Brigade ample material for getting up a first-class entertainment. The ubiquitous Mr. C. T. Robinson, who was down for two songs, could hardly leave the stage, and it is needless to say that, playing to company with the best of the Brigade, he scored repeatedly. But it was in playing the well known sketch "London Day by Day" that the greatest success was achieved. The comic especially Private Payne and Laid, were a revelation. Thoroughly at home, they exhibited an amount of smart stage business and played their parts so well that they were constantly interrupted by applause. This sketch will bear repetition. The performance brought out talent that only needs careful tuition and strict observance of "orders from the wings" to justify the committee of management in giving an entertainment in our very own Theatre Royal.

MEMORANDA.

TO-MORROW, 27th June.

English mail due.

Noon.—English for Gymkhana meeting close to the New Secretary, at the Hongkong Club.

THE average age of members of the new South Australia Parliament is 48. They include 15 Australians, 23 Englishmen, 2 Scotchmen, two Irishmen, two Germans, a Welshman, a Yankee, and a Canadian.

No secret, writes the *Sydney Bulletin's* London correspondent, was made of *Paris's* ability to win the Northampton Stakes, and a 2 to 1 was the bookies would lay against him. The horse won with a stone in hand, and ran much bigger than he ever looked in Australia.

THE Hon. Treasurer of the Alice Memorial and Netherlee Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Nippon Yusen Kaisha\$30
S. Shimizu 20
Yan Wo Cheong 10

THE *Rangoon Times* gives this as a "tip for bicyclists":—"The bicycle, grass hills and not set on yet, nor are there any hills about here—except of course Pagoda Hill—but our readers may all the same be interested to know that the 'vickies' coolies of Yokohama have devised a 'push-stick,' a bamboo with a fork that fits under the saddle, to help elderly wheelers up the hills. It is a wicker wheeling noise."

CAN a horse at 24 years of age be called a race-horse? At Keshwara (North Australia), an ancient steed called *Alphidaphne*, aged 25, was entered for a back-race. The fellow was humped, but, by a lightning change, was saddled instead of a hack like him, and the race was not seen till the ancient won, hands down. Finally the crowd discovered the joke, and tells the *Sydney Bulletin*, the prize (shameful to say) was awarded to the second horse, Aggie—at what age does a horse cease to be a racer?

M. DE LANESSAN, formerly Governor-General of Indo-China, who has been installed as Chairman of the Société Française de Colonisation, in the course of a speech on that occasion said that, under the present Republic, France had extended her colonial dominions so considerably that her colonial Empire might now be regarded as complete. He urged that her colonies must enjoy sufficient independence to manage their own affairs, elaborate the programme of their public works, and procure the capital necessary for their execution.

CYCLING is as much the rage in America just now as it is in England—possibly more so. In Chicago it has been found that it considerably reduces the Sunday congregation at the churches. The Rabbi of the largest and most fashionable synagogue in the city calculated that his congregation was reduced by at least two hundred owing to the popularity of the bicycle. A brother clergyman's suggestion that each church should provide a room in which the cycles may be housed during service was met with considerable favour, both with ministers and cyclists. Before long the people of Chicago will probably come to regard a bicycle-room as a necessary adjunct to any church.

AN ordinary English cricket team captained by an Indian is certainly a novelty, says a Madras paper. How much more novel should it be to hear that a select cricket team which is to play against a foreign team of distinguished cricketers is captained by a native of India and yet the English mail brings us the welcome news that "the Australian cricketers will play against a team selected from the South of England, captained by Mr. K. S. Ranjitsingh." Mr. Ranjitsingh's fame as a cricketer stands almost on a par with that of the great "W. G.," but we scarcely believe that, had he been in India, he would have been made the captain by any Anglo-Indian cricket team. The Madras paper thinks it speaks volumes for the generosity of Englishmen in their own country that they should acknowledge the sterling merit of an Indian by making him captain of a select team of English cricketers who are to maintain the skill of England in its national game against the Australians.

THE time would seem to have come when the military authorities in India can venture upon the encouragement of bicycling in British Infantry regiments. At present, here and there, a battalion has a few cyclists, but the best and regular organisation of the "men on wheels" is yet to be seen. And yet India with its thousands of miles of grand trunk roads and its level tracks and about all the big cantonments is a country where the bicycle can be used to great advantage. Our Allahabad contemporary says:—"The experiment might be tried of giving selected battalions a certain number of bicycles of the approved military pattern, the men being encouraged to learn the use of the 'machine' and trained to ride twenty or thirty miles on end. There are a score of stations in Upper India where this could be done, and there would never be any difficulty in arranging for excursions along the highway. A new and healthy kind of exercise would be provided for the British soldier, and he could readily be taught to reconnoitre on wheels and to cultivate his powers of observation. The initial expense of providing bicycles in any large numbers would be heavy, but a few thousand rupees spent experimentally would not be wasted. Twenty bicycles per battalion would be sufficient to start with, and if the reports regarding their use were satisfactory, this number could be increased. We might suggest Allahabad, Lucknow, Meerut, Main Mir, Rawalpindi and Peshawar as stations in which the experiment should be tried.—*The Pioneer*."

THE WAR IN ACHEN.

BATAVIA, June 6th.

A telegram to the *Java Bode* says—Stemfort, with his staff and column bivouacked at Lari-pook. Yesterday they went through to Kronggraba, where the commercial sign with the carrier went on board the steamer *Albion* to Okleh. Kronggraba was found wrecked. An enormous stronghold, intended to prevent the landing of the Dutch troops, was discovered. The navy is still besieging Leping.

A Government telegram received yesterday says the column from the IV. Mal line has returned. On the 4th a small party of the enemy was beaten back near Lampising. The Achinese left behind two dead bodies, also two Beaumont and several breaching guns. Two of the Dutch troops were wounded.

At Lampook the house of Kallij Omar, who is one of the principal chiefs of Tunka Omar, was razed.

June 9th.
The operations against Lamrak continued to-day. The 3rd, 6th, 7th, 9th, 10th, and 11th battalions, twelve companies of march-levies, three mountain batteries, three divisions cavalry and engineers, in three columns, under Overton-Bischhoff van Heemskerck, van Heuts, and Soeters, proceed with the object of destroying the kampongs.

The *Java Bode* says the troops occupied Lamrak yesterday. There was not much resistance. The inhabitants appeared to have been taken by surprise. Women and children were seen flying in the direction of Lamboe. The enemy left many dead bodies behind. The news broadcasted at Lamrak. The Dutch

lost, one killed. - Lieut. Boerrigter and eleven soldiers were wounded.

Colonel van Hentz yesterday stormed the northern corner of Lamrak. Eleven of the troops were wounded. Lieut. Boerrigter was slightly wounded.

The Military Willems Order has been bestowed on Lieut. Marchausse, Van Wachemester, Jonker, Cavalier Van Beers and Fusilier Willemsberg.

The kampangs at Lamrak are ablaze. The troops are at Anagaloeng. The 5th battalion left for the right bank of the Achene river past Lambaroe, in order to protect the returning troops.

All the troops returned yesterday evening. Lamrak has been wholly burnt. The people are fleeing to the mountains. The Dutch losses total twenty killed and wounded.

A Government telegram says that Lepang has been shelled and is on fire. - *Piang Gassit.*

SUDDEN DEATH OF A BANK ACCOUNTANT.

SINGAPORE, June 18th.

It is with regret that we record the sudden and at present somewhat mysterious death of Mr. David Trail Robertson, the new accountant at the Chartered Bank, whose arrival we announced the other day. It seems that Mr. Robertson died last night with Mr. Lewis, of the P. and O. Company, at Fern Hill, and thereafter engaged in bowling at the Tangle Club until about eleven o'clock. He then returned to the Raffles Hotel, where he has been staying since he came to Singapore, and retired to rest apparently in full enjoyment of health. About five o'clock this morning, however, he was discovered at the foot of the stairs by a domestic, evidently in a very serious condition. He was groaning as if in much pain, and his breathing was very laboured. It is presumed that he had left his room, feeling unwell, with a view to procuring some assistance, and it is not likely that he had long been in the position in which he was found. The hotel manager, on being acquainted with the fact, immediately sent for medical aid, and Surgeon Lieut. Col. Major from Fort Caning was speedily on the spot. He found, however, that life was ebbing, and at the moment gave up as his opinion that death was probably due to apoplexy. Subsequent investigation, however, suggests some mystery in the affair. Mr. Robertson had suffered from a mild attack of diarrhoea, and in his room, this morning, were found two bottles of chlorodyne, one of which was empty and the other half empty. It is, therefore, necessary that a post mortem examination should be held, and for that purpose the body has been sent to the General Hospital, where Dr. Croucher will make the post mortem. The contents of the stomach will be forwarded to the Government Analyst, the inquest will be opened by the Coroner to elucidate the circumstances connected with the sad affair.

Very widespread regret will be felt at the sudden demise of a new-comer who promised to be a popular and useful member of the community. Mr. Robertson entered the Chartered Bank in 1884, and for the last nine years, has been connected with the branch in Calcutta, for some time acting as accountant there. He went home on a year's leave last June, and only arrived in Singapore a fortnight ago to take the vacancy in the post of accountant to be caused by the transfer of Mr. Armstrong to the charge of the Bangkok branch. Mr. Robertson was about 33 years of age, a gentleman of much charm of manner, a vocalist of no mean ability, and an officer of whom the Bank thought very highly.

A STARTLING DISCOVERY.

SINGAPORE, June 19th.

The funeral of the late Mr. D. T. Robertson, Accountant of the Chartered Bank who died suddenly yesterday morning at the Raffles Hotel, took place in the afternoon, with much evidence of public sympathy and regret. The cortege arrived at the Cemetery at about six o'clock. The service in the chapel and at the grave-side was conducted by the Rev. Stephen Walker, of the Presbyterian Church. The coffin was borne by the following *confreres* of the deceased: - Messrs. R. W. Brown, J. Armstrong, J. D. McIntosh, W. L. Ramsay, W. Sutherland, and Adamson. These were assisted at the Cemetery by the Hon. T. Sheddell, Hon. G. S. Murray, Mr. Grier Taylor, Mr. C. B. Buckle, Messrs. W. S. Maclearen, H. A. Toser, F. T. Koelle, L. S. Lewis, A. Carmichael, F. G. Somerville, F. H. Grant, J. Murray Robertson, W. A. Dowley, and several others, including some native employees of the Chartered Bank.

We learn that the result of the post mortem examination of the body, made by Dr. Croucher at the General Hospital yesterday, shows that the deceased died from poisoning caused by a large dose of iodine. It is probable, therefore, that the unfortunate gentleman, in the distress of the early hours, mistook iodine for chlorodyne, and drank the fatal dose before realising his error. This misadventure makes the case sadder, if anything, than before. - *Strait Times.*

THE GRIEVANCES OF SHIP-MASTERS AT BANGKOK.

A SCANDALOUS STATE OF AFFAIRS.

BANGKOK, June 16th.

The modern shipmaster has gradually descended from the proud position of being his employer's confidential agent to that of a mere paid servant who may be bullied and bartered with impunity by every jack-in-office in port. The new arrangements under which modern shipping transactions are carried on necessitate, no doubt, that the master of a steamer should keep to his professional duties exclusively. But they do not make it obligatory that masters of trading vessels should surrender the burdens of the proverbial camel and stagger under a multitude of disabilities which are as unnecessary as they are income and irritating. Most port regulations are sufficiently severe on the class referred to, and scant regard is too often shown them by their Representatives in ports outside British jurisdiction. The port of Bangkok is an excellent case in point.

There is probably no harbour in the whole of the Far East more decreed by British skipper than that of Bangkok. It is "battered" by annoyances from the moment he enters the port until the day he leaves. Oportun seachers practically take possession of his vessel as soon as he is anchored, and however vile the conduct of this rabble may be, no British master dare resort to offensive conduct or take measures for the vindication of his dignity or the cleanliness of his vessel. His ship is practically in the hands of a native Farmer's native seachers, and a warning word or an attempt to insist upon decency on board is sternly rebuffed by his Representative. The French, German, or other foreign master has his remedy, and is ably supported by his Consul may bid defiance to the port authorities, who quickly learn to respect his authority and avoid troubling him. It is the unfortunate British shipmaster who must bear the brunt of the trouble and who is effectively kept in due subjection by his Representative. Recent cases will occur to the minds of local readers. He is "battered" by the purveyors of shipmasters, the outer anchorage at Koh-si-chang or Angkha, as the case may be,

in their hell, and the lightermen the demons therein.

No sooner does a steamer enter the harbour of Koh-si-chang, for instance, than a crowd of lighters swoop down upon her with the rapidity of physical fun, and with a total disregard for their own and the vessel's safety. The writer "moi, qui vous parle" - has seen no less than five instances within the last few days when lighters escaped by the merest chance from being cut in two, and several instances where the safety of the steamer has been endangered by the recklessness of lightermen eager to get alongside and discharge their cargoes. The *tykongs* of lighters have no regard for the most ordinary precautions. They suddenly heave anchor and deliberately cross a steamer's bows as she is coming to her anchor, dangerously close to the tender and propeller with their fastenings, and prevent the slightest movements once they have fastened on, like leeches to their prey. It is one of the most exciting scenes imaginable to witness a local steamer anchoring at Koh-si-chang; and how vessels and lighters continue to escape with the little damage occasionally done is, as Lord Dundreary has it, "more than a fellow can understand."

Nor is this the worst of the situation. The lightermen at the outer anchorage appear to delight in making the life of shipmasters a perfect hell during their short stay. The Chinese assume command of all operations. If they are cast off, as having no business, from the steamer, a prompt attack is made on the ship's crew, or upon the coolies of some more fortunate lighter. Not the least order or suggestion dare be made by the unfortunate master or his subordinates, under penalty of the most gross impudence and all the filthy insults imaginable. The lightermen are the masters of the situation, and they have now held absolute control so long that no master dares dispute their authority or interfere with their dangerous practices. They may endanger his vessel, cause damage to lighters, load as they please, and insult the European crew with impunity. No one says them nay; the coolies are omnipotent at the outer anchorage.

This state of affairs has long been a crying scandal to Bangkok and to the Siam authorities. Cases have been reported - others have too often been hushed up - when exasperated masters have turned upon their tormentors and no little danger has run by the Europeans on board. Some few years ago the state of affairs in Koh-si-chang harbour was considered so serious that Captain Jones, V.C., approached the Siam Government with a view to secure a permanent force of police on the island to maintain order in the harbour, and to be at hand to keep the unruly Chinese in hand. Nothing was done, and nothing appears likely to be done, notwithstanding that matters are growing steadily worse and that the coolie rule in the outer anchorage of Koh-si-chang or Angkha is absolutely beyond forbearance. Shipmasters have much to contend against in this way, but the lawlessness, recklessness, and blackguardism of the Bangkok lighterman cannot be matched in any port east of Suez. - *Star Free Press.*

LATE TELEGRAMS.

LONDON, June 7th.

Advices from Barcelona state that during the Corpus Christi procession there today a bomb was thrown into its midst, killing seven and injuring fifty people.

The troops from Akashah, after marching all night, attacked and totally dispersed the Derwishes at Ferkeh this morning; enemy lost heavily, whilst the loss on the Egyptian side was slight. Sirdar Kitchener commanded the Egyptian forces in the action at Ferkeh. This morning the enemy's camp, camels, horses, and stores were all captured. No British officers or men were killed or wounded.

CAIRO, June 7th.

The judgment of the Egyptian Tribunal states that the advance from the Reserve Fund for the Nile expedition is illegal, and the Government is condemned to refund the amount advanced with five per cent interest; all further advances are prohibited. The Egyptian Government and the British, German, Austrian, and Italian Commissioners appealed against the decision of the Mixed Tribunal in the Reserve Fund question.

AKASHAH, June 8th.

The defeat of the Derwishes yesterday at Ferkeh is most complete. The Derwishes were strongly posted, but were surprised by an ably planned and vigorous attack; the Egyptian and Sudanese troops behaved splendidly, and lost twenty killed and eighty wounded.

TEHERAN, June 8th.

The Shah has arrived and has been enthroned. LONDON, June 9th.

News from Crete through Greek sources states that the Turks are still pillaging and burning. There is great excitement at Athens over the Cretan question. Mr. Curzon, replying to several queries in the House of Commons last night, said Government had been pressing the Porte to remedy the state of anarchy in Crete since December last, and that the British Consul at Constantinople had been instructed to join the other Consuls there and intervene in the negotiations between the Turks and insurgents.

Major Burn Murdoch, of the Egyptian cavalry, has occupied Sarda, capturing the Derwishes' camp and killing many of the enemy. The infantry are advancing to hold Sarda, which gives the Egyptian command of the whole northern Nile.

A state of siege has been proclaimed at Barcelona.

BOMBAY, June 10th.

A telegram to the Bombay *Gazette*, dated Bombay, June 9th, says that Mr. Frederick Forster, Assistant to the Administrator of East Africa, left here today for the interior in charge of a caravan on route to Uganda. The caravan includes fifty artisans and clerks from Karachi and other places in India, an exceptionally large number of porters has been engaged, as a large number of boxes containing Indian rufes are being carried. The rufes are intended to form a nucleus of a currency system for Uganda, and further consignments are to follow. Uganda is not likely to be reached before the end of August. Special precautions have been taken to guard the camp, as it is feared that the silver being carried will excite the cupidity of Arab and native marauders. Mr. Forster and his more trustworthy assistants are well equipped.

LONDON, June 10th.

The British Mediterranean Squadron is visiting Civita Vecchia, and the Italian Government have sent the warmest greetings to Admiral Sir Culme Seymour, who has been invited to Rome.

MADRID, June 10th.

Great emotion has been caused throughout Spain by the late outrage in Barcelona at the Corpus Christi festival. Forty Anarchists have been arrested, and the Cabinet is drafting a special Bill for the severe repression of the agitators.

ROME, June 11th.

Admiral Sir Michael Culme Seymour has arrived here and was received with great honour. He will have an audience of King Humbert. Four hundred Catholic bluejackets from the British fleet at Civita Vecchia are going to Rome on Sunday next to mass in St. Peter's.

BERLIN, June 11th.

The members of the Institute of Naval Architects are visiting Hamburg and Berlin, and have met with a most cordial reception.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.
(Before His Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.)

June 26th.

PERJURY.

Wong Ting-tong and Wong Wa were charged with perjury in the Summary Court on the 27th May.

Mr. J. J. Francis, Q.C. (instructed by Mr. J. Healding, of Mr. V. H. Deacon's office), conducted the prosecution, and Mr. E. Robinson (instructed by Mr. F. Bowler, of Mr. Denney's office) appeared for the defendants.

The prisoners pleading "not guilty" the following jury was empanelled: - Messrs. E. C. Barraclay, F. M. Gonzalez, M. Meyer, A. E. Allen, M. Bernheim, A. O. Gutierrez and A. A. Cordeiro.

Mr. Francis, in opening for the prosecution, explained that in the month of May last the first defendant commenced proceedings in Summary Court to recover the sum of \$361.41 which he alleged was due him for principal and interest by Wong Chit-long and Wong Wa-po. He stated that he had lent this money to Wong Wa-po and that Wong Chit-long, as representing the Hop Fung hong, had guaranteed the repayment of the money, and that Wong Wa-po had given two documents acknowledging the receipt of the money, to which Wong Chit-long had fixed the chops as guarantor. Wong Wa-po had admitted the debt, judgment was given against him, and as he could not pay, he had been sent to the debtors' prison. Then, in order to make Wong Chit-long responsible, it was necessary to show that he had guaranteed the debt. The first defendant swore that Wong Chit-long had come to the place where the transaction had taken place, had read the documents and put the Hop Fung hong chop to them, and that then the money was paid. The second defendant said that when making the loan Wong Wa-po had, when told he must have a guarantor, asked if the Hop Fung hong would do it for him, and he had answered in the affirmative. Wong Wa-po then went away and returned with Wong Chit-long, who after reading the documents chopped them on the back, and the money was paid. At the time the loan was made all the parties were members of the Hop Fung hong. In April last the first defendant left the firm and in drawing up the accounts no mention was made of this loan. The prosecution would show that Wong Chit-long did not chop the notes, and knew nothing about the loan; that the defendants made the statements while under the statutory declaration; and that as they were false the defendants were guilty of perjury.

Evidence in support of this statement was then called.

Case proceeding.

SUMMARY JURISDICTION.

(Before His Honour Mr. Sereno Smith, Acting Police Judge.)

June 26th.

PERJURY.

The following cases have been fixed for the respective dates: -

Saturday, June 27th.

914 - Yung Tao Pong v. Kwong Tak Cheong shop \$ 12.61

Monday, June 29th.

934 - Gunda Singh v. M. Bapista \$ 60.00

Wednesday, July 1st.

835 - Yip Han Kang Tong v. Lin To Shun \$ 50.85

Thursday, July 2nd.

910 - C. Byramjee v. Im ran Shah \$ 25.35

JUDGMENTS.

Judgment was given for the plaintiffs in the following cases: -

704 - Sunder Singh v. Chan Lok King 147.00

821 - Wong Yee Hing v. Tong Shing 48.70

823 - Chan A. Oi v. O. Neves 21.00

801 - Lo Teung v. Yip Lu 90.00

806 - Chan T. v. Wan San 127.50

908 - Lau Chu Pak v. Tso Sek Chow and another 953.80

916 - The Colonial Treasurer v. Tang Ip Hop 1.21

930 - Barabada Singh v. Mohamed Omar 70.00

933 - Kothall Singh v. F. R. Marques 31.85

940 - T. M. Lopes v. T. M. Castro 43.00

ITEMS OF INTEREST.

BACTERIA.

Bacteria are plants of almost inconceivably minute size. So small are they that in some cases 50,000 might stand side by side and the whole line only reach the length of an inch. They are extremely simple also. Some of them are simple balls, others are short lines, and others again are of a spiral shape. But although they are very simple in structure, their powers of multiplication are so great as to make them factors of profound significance in the processes of nature. So rapidly can they multiply that in some cases a single individual in the course of twenty-four hours may produce nearly twenty million offspring. This power of multiplication is so enormous that we must not be surprised to find them capable of accomplishing by their growth many great changes in nature.

THE MERCHANT NAVY OF THE WORLD.

The annual statistics of the Bureau Veritas relating to the mercantile navies of the world show the total number of sailing vessels now afloat measuring over 50 tons as 25,750, with an aggregate tonnage of 9,333,993 tons. Of this number Great Britain comes first with 8,703 ships of 3,333,607 tons. The United States is second with 3,824 vessels and 1,562,517 tons. Norway is third, with nearly 1,000 less vessels than the United States, but nearly the same amount of tonnage. France occupies only the eighth rank, between Sweden and Greece. In regard to steamers England counts 5,771 vessels, of nearly 10,000,000 tons burden. Germany, which comes second, has 826 steamers of 1,306,771 tons; France third, with 501 steamers and 864,598 tons; while the United States holds fourth place with 447 steamers and 703,309 tons.

FOOS AND YOO SIGNALS.

In a recent communication to the French Academy of Sciences, says the *American Ship-builder*, an explanation is given of the weird or curious phenomena pertaining to the world of foos and yoo signals, which have been found that, with acoustic signals or sirens, they are surrounded by a neutral zone, in which the sound is not heard at the sea level. This zone is more or less distant, according to the height of the siren on the coast, and it has a main width of about 8,000 feet. On the nearer side of this zone the sound is heard perfectly. But when it is traversed, the sounds weaken gradually until it becomes almost imperceptible, when it increases again, and on the same being finally left behind, the sound resumes its full intensity. Experiments have been made with a vessel by causing it to approach and recede from a lightskip in various directions in a straight line. In each course the sound was deadened almost completely in a zone whose central line was about 15,000 feet from the siren. This is worth noting by mariners.

THE FASTEST SHIP AFOAT.

This is an age of record breaking; and record breaking for its own sake, too. The wish to have the biggest, fastest, most costly something or other "in the world" is a far more potent factor in modern progress than the mechanical aids than we ever suspect. Unquestionably the development of the modern steamship owes as much to the simple desire on the part of the shipbuilder to beat somebody else, as does the speed of the race-horse or the agility of an athlete. This competition for its own sake has seized upon the builders of torpedo boats and driven them so hard that they are raising the limit for speed by leaps and bounds. It was only last year that the *Sokol* started the marine world by passing the 30 knot limit - for years the goal to which the builder of swift craft had looked as a remote possibility - and yet her record was quickly broken by a French torpedo boat. And now the palm has been transferred across the Channel again and Her Majesty's ship *Thetis* stands as the fastest vessel in the world.

A HUNDRED YEARS IN CAYMAN.

At a recent meeting of the Royal Colonial Institute a paper on "One Hundred Years of British Rule in Cayman" was read by Mr. L. B. Clarence, Judge of the Cayman Supreme Court. Lord Lock presented. Mr. Clarence stated that in 1795 the British conquered the Dutch settlements on the Cayman seaboard, and within another 20 years annexed the rest of the country, over which up to that time no European action had had dominion. This, our "premier Cayman colony," was about four-fifths the size of Ireland. The Europeans numbered little more than 5,000 out of a population of over 30,000. Probably the great European planting enterprise and the development of trade and commerce would have met with less encouragement under the Indian Government, but in some ways the administration contrasted less favourably with that of the India. Side by side with the opening up of the country, three times had been developed - drink, gambling, and a propensity for litigation. The coffee industry had now mainly been supplanted by that of tea, which so far had been a persistent success, more than 3,000,000 acres being now under tea cultivation. This was essentially a European enterprise, and its benefits in the main were for Europeans. A great trade had developed under British rule. Over 20,000 passengers called at Colombo annually, and the tonnage of shipping entered and cleared exceeded 6,000,000 tons. Cayman imported from the United Kingdom about £1,400,000 worth of goods, and sent in return £1,000,000 of produce - tea, coffee, cacao, coconut oil, and fibre, cinnamon, plumage, and other products. The total trade was about £2,000,000, and was rapidly on the increase. The tea export for 1894 was £4,000,000 lb., and last year's probably reached 95,000,000 lb. The law of Cayman left much to be desired, and one of the least successful departments was that of the administration of justice, the procedure being confused and over-complicated. It would be a happy day when trial by jury was abolished there, since it had proved a sad failure.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (Pekin) to-morrow.

Australian (Changsha) to-morrow.

German (Preston) 30th inst.

Indian (Victoria) 30th inst.

Japanese (Canton) 1st prox.

Canadian (Empress of Japan) 14th prox.

Tacoma (Olympia) 19th prox.

The Imperial German Mail steamer *Prussia*, carrying the German mails with dates from Berlin to the 1st inst., left Singapore for this port yesterday at midnight, and may be expected here on or about Tuesday, the 30th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. today.

ARRIVALS.

Felching Steamer, from Chefoo.

Germania " " Swatow.

Lalibero " " Singapore.

CHAM " " Chefoo.

Chiboro " " Singapore.

Chiboro " " Shanghai.

Chiboro " " Bangkok.

Chiboro " " Singapore.

Sunda " " Singapore.

Aggregating 16,841 tons register.

DEPARTURES.

Germania Steamer, for Singapore.

Yuenang " " Manila.

CHAM " " Foochow.

Haitan " " Coast Ports.

Japan " " Singapore.

P. C. C. Rao " " Bangkok.

Lalibero " " Shanghai.

Chiboro " " Singapore.

Chiboro " " Singapore.

Chiboro " " Singapore.

Aggregating 13,954 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Telchok in Kowloon Dock.

Columbus " " "

Actio " " "

Harad " " "

Home " " "

Wandering Yew Cosmopolitan.

Franklin " " "

Silken " " Aberdeen.

WHEAT BATES WANTED TO KNOW.

"I SHALL be obliged if you can answer me one question," said a friend of mine as he lay on the couch one day in my room nursing his aching leg. "Why does exposure to wet or cold bring on an attack of rheumatism at one time, when a like exposure for a score of times leads to no such result?" Before I set down in writing the answer I gave him I told my mouth, and so concluded I was no doubt the authors of them will be interested in the same point.

"In November, 1892," says the one, "I had an attack of rheumatism, and was confined to my bed for four weeks, during which time I suffered terribly. I had awful pains all over me; my joints ached, and I was so helpless I could not raise my head to my mouth. After the fever left me I was extremely weak, and so much that I was little more than skin and bone. A large lump, the size of an egg, formed on my elbow, and my fingers were almost drawn out of joint. I cannot describe the suffering I had to bear. The doctor ordered me various medicines, and cod liver oil, but they had no effect. In February, 1893, I read in a small book about the remarkable cure which had followed the use of Mother Selig's Syrup in cases of rheumatism,

and got a bottle from Messrs Joverott and Bry, High Street. After taking it two weeks I was better, and in about a month more all rheumatic pains had left me, and I was strong and well as ever. You may publish what I have said. (Signed) John R. Kent, 9, Randal Street, Malden, Kent, January 30th, 1895."

"For many years," says the other, "I had been subject to liver complaint and indigestion. I was habitually heavy, weak, and weary. My appetite was poor, and all food gave me pain and fulness at the chest and around the sides. I had so much pain and tightness of the chest that I could not endure the pressure of my clothing upon it. Although not laid up, I was seldom free from pain or a sense of discomfort. In the summer of 1893 I began to suffer with rheumatism, which affected my arms and shoulders until I had not the power to lift my hand to my head. I tried all sorts of liniments, embrocations, and rubbing oils, but got no benefit from any of them."

"In August, 1893, my friend, Mrs. Owen, told me how much good Mother Selig's Syrup had done her for rheumatism, and I got a bottle from the Drug Stores in St. Ann's Road. In a few days I was much better, and in less than a month afterwards all pain had left me, and I am happy to say I have never had any return of the rheumatism since, but have enjoyed the best of health in every respect. In common thanks for my speedy and wonderful deliverance, I willingly consent to the publication of this hurried statement should you wish to make use of it. (Signed) (Mrs.) L. B. Cole, 6, Albert Road, South Tottenham, London, August 10th, 1895."

Before answering the question of my friend Bates ("Why does a rheumatism attack me at one time, and not at another?") I asked him one: "Why does a lighted match, dropped into the road, die out harmlessly, but when dropped into a haystack set up a conflagration?"

"Any fool can answer that," he said. "Because in the one case there is nothing for the fire to catch hold of, while in the other there is." "Exactly," I responded. "Now see. Indigestion and liver complaint are the same as a fire in the first instance, but produce a violent poison in the blood called uric acid, practically insoluble in water. This acid, which is a solid, enters the tissues, and sets going a hot inflammatory fire. That is rheumatism. It does what a live wire would - only the acid is a poison instead."

"When the indigestion and the liver trouble are not very bad, and the kidneys and ureters are healthy, the skin is acting fairly well, this acid is carried out of the body about as fast as it is formed. Rheumatism then brings on no rheumatism. But, per contra, when the stomach and liver are in bad condition, the acid forms faster than the kidneys and skin can carry it off. When the kidneys are old or weak, hamper the skin and kidneys still more, and the poison acid spreads through your muscles and joints like the fire in the dry hay. You understand? Very well. The longer the acid persists the more frequent the rheumatic attacks. That is why chronic dyspepsia are apt also to be chronic rheumatism. Feed off dyspepsia, or cure it by the use of Mother Selig's Syrup, and you and the rheumatism will have no dealings. Neglect it, and suffer every time you catch cold."

That was my answer to Bates, and he said there seemed to be sense in it. - *Adel.*

Intimations.

CONTRACT FOR TRAMWAY, R. N. YARD.

CONTRACT FOR SLIPWAY, R. N. YARD.

PERSONS desirous of Tendering for the Tenders, Sealed and Marked "TENDERS FOR WORKS" not later than 10 A.M. on WEDNESDAY, the 26th July, 1896, at H.M. NAVAL YARD, Hongkong, addressed to the COMMODORE-IN-CHARGE, H.M. Naval Establishments.

Plans, Specifications and all particulars can be obtained on application to the "ASSISTANT CIVIL ENGINEER, OFFICER-IN-CHARGE OF ADMIRALTY WORKS." Hongkong, 25th June, 1896. [1012]

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FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

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Hongkong, 23rd June, 1896. 1800

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FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"
Captain Smeck, will be despatched as above on MONDAY, the 6th July.

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Hongkong, 18th June, 1896. 1008

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FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLAVERS,"
Captain Webster, will be despatched as above on or about the 6th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th June, 1896. 1033

STEAMERS.

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.

STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"KAGOSHIMA-MARU,"
Captain Flench, will be despatched for the above Ports on or about the 7th July, instead of as previously advertised.

For Freight, apply to
NIPPON YUSEN KAISHA.
Agents.
Hongkong, 20th June, 1896. 1010

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transshipment Cargo for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PAKLING,"
H. L. Allen, Commander, will be despatched as above on or about the 10th July.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 21st June, 1896. 1018

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.
FOR SHANGHAI, CHEMULPO AND SHIMONOSEKI.
(Taking through Cargo to Wladivostok, transshipment to SHANGHAI).
THE Steamship

"SATSUMA-MARU,"
Captain F. L. Sommer, will be despatched as above TO-MORROW, the 27th instant, at 5 P.M.
This Steamer is specially fitted up with Superior Accommodation for Passengers.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 22nd June, 1896. 1017

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUTSANG,"
Captain Geo. Payne, will be despatched as above on MONDAY, the 30th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd June, 1896. 1018

NIPPON YUSEN KAISHA.
FOR KOBE AND YOKOHAMA.
THE Chartered Steamer

"OSBORNE,"
Captain P. Rattle, will be despatched for the above Ports on MONDAY, the 30th instant, at 5 P.M.
For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 22nd June, 1896. 1010

CHINA NAVIGATION COMPANY, LIMITED.
FOR YOKOHAMA AND KOBE.

"CHANGSHA,"
Captain Williams, will be despatched on TUESDAY, the 30th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th June, 1896. 1028

CHINA NAVIGATION COMPANY, LIMITED.
FOR MELBOURNE.

"TSINAN,"
G. Ramsay, Commander, will be despatched on TUESDAY, the 30th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1896. 1001

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY (DIRECT) AND ADELAIDE.

"GUTHRIE,"
Captain McArthur, will be despatched for the above Ports on THURSDAY, the 2nd July.
This well-known Steamer is especially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A daily qualified Surgeon is carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th June, 1896. 1003

"MILBURN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.

"HANKOW,"
Captain Orr, will be despatched for the above Port on FRIDAY, the 3rd July, at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 19th June, 1896. 1006

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS-INDIA.

PROPOSED SAILINGS.
(Subject to Alteration.)
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Federation ... To JAVA ... 1st July.

S.S. Cassin ... To JAVA ... 1st August.

S.S. Germania ... To JAPAN ... 1st July.

S.S. Federation ... To JAPAN ... 1st August.

General Agents for China & Japan, LAUTS, WEGENER & Co., Hongkong, 4th June, 1896. 1883

SAILING VESSELS.

FOR NEW YORK.

"T. P. OAKES,"
E. W. Reed, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 2nd May, 1896. 1024

FOR NEW YORK.

"LUCIE,"
Huller, Master, will leave here for the above Port, and will have quick despatch.

For Freight, &c., apply to
CARLOWITZ & Co.,
Hongkong, 2nd May, 1896. 1025

FOR SAN FRANCISCO.

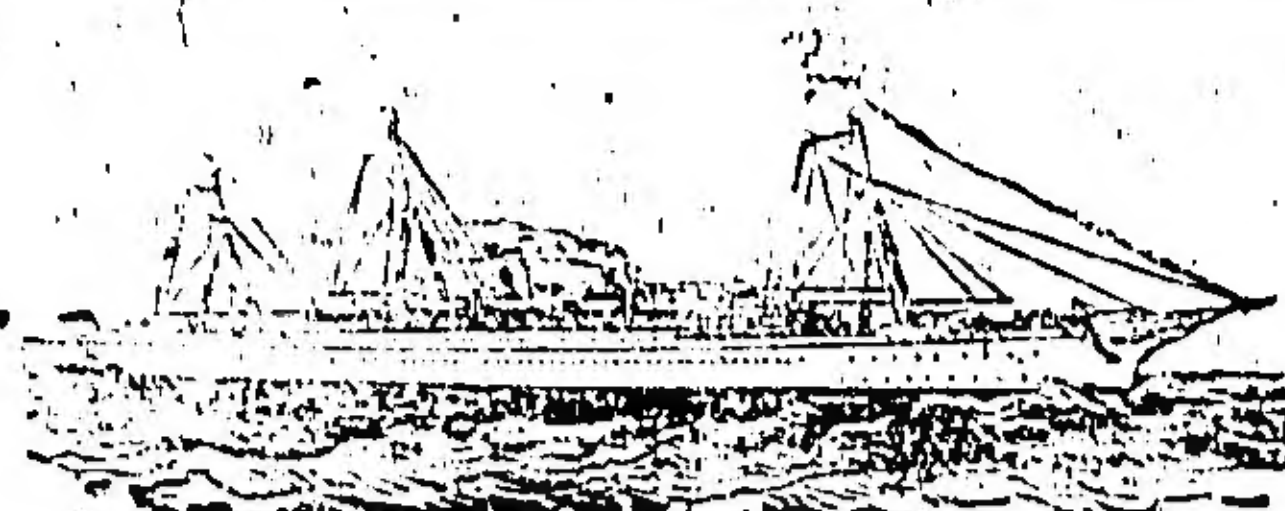
"SOCIETY,"
Rohde, Master, will leave here for the above Port, and will have quick despatch.

For Freight, &c., apply to
SHEWAN & Co.,
Hongkong, 21st May, 1896. 1019

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st July.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 22nd July.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 6 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Piddler's Street.

Hongkong, 10th June, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 4th July, at Daylight.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 21st July, at Noon.

Galle (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 8th August, at Noon.

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th July, 1896, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 19th June, 1896. 12

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIKLER'S PATENT MOTOR LAUNCHES.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 26th June, 1896. 13

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JULES FLUID THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. C. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1896.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896. 14

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND,"
Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 2nd July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Calcutta, leaving that port on the 24th July for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 18th June, 1896. 1431

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST, and to the INTERIOR and EASTERN COASTS OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. DOCTOR AND STEWARDRESS carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria ... 1367 Saturday ... 1 July 11.

Olympia ... 1268 Wednesday July 29.

Bramora ... 1361 Sunday ... 1 Aug. 16.

Tacoma ... 1349 Thursday ... 1 Sept. 3.

Victoria ... 1367 Monday ... 1 Sept. 11.

Olympia ... 1368 Friday ... 1 Oct. 9.

THE Steamship

"VICTORIA,"
Captain A. Cove, sailing at Noon, on SATURDAY, the 11th July, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 24th June, 1896. 4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE EVANT, BLACK SEA AND PALTIC PORTS:

4130 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia ... Tuesday ... 27st July.

Sachsen ... Tuesday ... 18th August.

Bayern ... Tuesday ... 15th Sept.

Prin. Heland ... Tuesday ... 13th Oct.

Prussia ... Tuesday ... 10th Nov.

ON TUESDAY, 2nd day of July, 1896, at 9 A.M., the Company's Steamship "PREUSSEN," Captain ...

with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at ...

Shipping Office as will be granted till Noon on SATURDAY, the 18th July. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 20th July, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 20th July. Contents of Packages are required. No Part of Receipts will be signed for less than 25% of the value of the Goods.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Liners can be worked on board.

For further Particulars apply to

MELCHERS & Co., Agents.